



allglass

Middlewick Stages 2016

Green Belt Motor Club
Wickford AutoClub
Middlesex County Auto Club

Safety Briefing



MOD Woodbridge, near Ipswich: Sunday 1st May 2016

The event is a qualifying round of:
The Jelf Motorsport.com 2016 AEMC/AEMC Stage Rally Championship.

Introduction

This Safety Briefing is intended as an overview prior to the event of some of the safety procedures for the rally and is aimed at all those who will be attending the **allglass Middlewick Stages** at Woodbridge on May 1st 2016 organised by The Green Belt Motor Club, Wickford Auto Club and Middlesex County Automobile Club.

Please pay attention to all instructions given to you on the day whether written or verbal and bear in mind that there are a number of new safety regulations implemented by the MSA, so some procedures may have changed and might be different to what you have been familiar with in the past.

The MSA have released an online marshals' training and accreditation scheme at <http://members.msauk.org>. It is recommended that all unregistered marshals should register with the MSA and complete the training package. Additionally it is also recommended that all existing registered marshals should complete the training package if they have not already done so. In 2017 it will be mandatory for all marshals to be registered and to have completed this package.

Also released by the MSA is a 'first on scene' video which can be viewed at <https://www.youtube.com/watch?v=Xde9mqk7-Ks>. It is highly recommended that everyone involved in motorsport should watch this, be they marshal, radio operator, official, competitor or involved in any other way, so if you have not already done so I would urge you to take a few minutes to watch this motor sport safety presentation.

Event Format

The event is scheduled to have 4 stage routes each run twice in succession to make a total of 8 stages. Therefore after stages 2, 4 and 6 the route will change and after stage 4 the start and finish locations will swap to reverse the direction. It is planned to have a 45 min break after stage 4, although timings are subject to change and will be dependent on any delays that may occur on the day.

There will **not** be a competitive course car, the stages will be opened by radio following the checking of the stage route and safety by official cars containing some or all of the following: Stewards, Clerk of the Course, Stage Commander, Chief Marshal and Safety Officer.

There will be no closing car after Stages 1, 3, 5 and 7; they will be closed by radio only, allowing the subsequent (unaltered) stage to be run as soon as possible. There will be a closing vehicle after stages 2, 4, 6, and 8 to collect check sheets and judge of fact sheets after which the stage alterations can take place.

Competition vehicle recovery will only take place after stages 2, 4, 6 and 8 unless a car is deemed to be in an unsafe location in which case the Clerk of the Course may authorise recovery after the stage or, in extreme cases, may halt the stage for immediate action.

Event Safety

- The organising clubs are running the event with due regard to matters of Health and Safety and the event will be managed in accordance with the 2016 MSA Yearbook.
- The organising clubs expect that everyone involved with this event as a competitor, team member or in an official capacity will take all reasonable care for the safety of themselves and all others who may be affected by their actions during the course of the event.
- The Clerk of the Course will be responsible for all Health and Safety matters in connection with this event and will be supported by appointed official to monitor and implement the safety regulations.
- Marshals are a key part of the rally organisation team especially out on the live stages.

- To ensure you are covered by the MSA insurance you are required to sign on at the beginning of the day at the location which will be detailed in the signing on information sent out prior to the event.
- You are required to wear a tabard/Hi-Viz at all times when out on the stage. If you do not have your own then tabards will be available at signing on, so please ask to borrow one and return it at the end of the day.
- The prime responsibility of all marshals and officials is for your own safety, and then for the safety of those around you and then the competitors.
- At your stage location all marshals cars should be parked at least 30 metres from the stage route. As this venue is generally very open, there should be no need to park in a straight on direction to the stage route at any junction, however if this is unavoidable then this distance must be increased to at least 100m.
- All marshals' cars and radio cars must be in position prior to the official cars checking and opening the stage so that appropriate officials can confirm and accept that they are all safely located.
- It will be necessary to drive on the stage to get to the marshalling points. This should be done at a sensible speed (15 mph) remembering that there may be people setting up or working on the course and there may be vehicles travelling in the reverse direction.
- It may be necessary to move parking locations at a junction between stages when the route direction alters or is reversed to comply with the above.
- There must be no unauthorised movement of vehicles on the stage between the stage being 'ready', generally 15 minutes before the first car, and the stage being closed. Prior to the first car, the only vehicles moving on stage within this period will be the official cars. Once the stage is declared open, only competing cars are permitted on stage other than emergency vehicles attending an incident under the direction of the Clerk of the Course.
- Radio cars should also comply with the above however in exceptional circumstances where it would not be possible to observe and identify the competing cars to perform the radio operators' duties then alternative parking may be permitted, but only in a safe location agreed with the Clerk of the Course, Chief Marshal and/or Safety Officer.
- During the running of the stage marshals should position themselves in a safe location and not in a straight ahead direction at any junction, other than when called upon to handle an incident or repair/replace stage furniture.
- If stage furniture is moved or damaged during the course of a stage then marshals should replace/repair this only when safe to do so between the passing of competing cars. Remember that the safety of the marshals is the prime concern and if it is considered that it is too hazardous to repair the course while the stage is running then it should be left. If the mis-position/damage poses a safety issue or problem with defining the stage route then this should be reported to the nearest radio operator. The operator will report the details to Radio Control where a decision on the course of action will be taken which may be to leave things as they are until the end of the stage, temporarily stop the stage, issue a warning to competitors at the start or any other appropriate action.
- Where possible, when working on the stage have one marshal act as observer to warn of the approaching cars whilst others perform the necessary actions. Don't turn your back on approaching cars, remember rally cars don't always go where you, or their crew, expect them to go!!!

- Everyone should be wearing tabard/Hi-Viz or a media white tabard during the course of the stages. Should you see anyone not complying then you should (politely) enquire who they are and what they are doing and/or report the sighting to the nearest radio operator so the appropriate action can be taken.
- If there are any incidents or cars that stop and are unable to continue near your location then the car number and status of the car should be reported to the nearest radio operator. If the car is stationary then the OK board must be displayed or in the event of injury to the crew the SOS board should be shown. If possible the car should be pushed clear of the stage. The warning triangle should be placed in advance of a car parked on the stage to warn the oncoming competitors of the obstruction. Remember that all competing cars are required to carry both a SOS/OK board and a warning triangle.
- If the stage is passable and it is safe for following competitors to get through then the stage will not be stopped for recovery of a competing car. If the stage is blocked and the car cannot be quickly moved by the marshals then the nearest radio operator should be informed to take the appropriate action.
- In the event of an incident marshals should take care to avoid injury to themselves or others, remember that your prime responsibility is for your own safety.
- In the case of a serious incident where someone is injured and requires attention then you should seek assistance via the nearest radio operator or by using a following competitor to pass a message to the next radio operator. Unless there is a real risk of further injury, i.e. from a fire or secondary accident, then a casualty should not be moved – preserve the scene until help arrives from the rescue and recovery units. Ensure the casualty can breathe properly and try to stop any bleeding by applying pressure.
- The 'yellow flag' procedure will be in use on this events. Certain radio points will be designated as yellow flag points where the radio operator will have control of a yellow flag. The decision to deploy a yellow flag can only be taken by the Clerk of the Course and notified by radio control to the appropriate radio operators who will then organise for the flag to be shown. It will be held stationary by a marshal wearing a tabard in the view of competitors. The competitors will then slow and drive non-competitively to the finish, being prepared to stop if signalled to do so and will not overtake any competing car or rescue vehicle that may be on the stage.

**THINK SAFETY AT ALL TIMES,
YOUR OWN SAFETY AND THE
SAFETY OF THOSE AROUND
YOU.**

www.middlewickstages.org.uk

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